

Message Text

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ACTION EB-07

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TAGS: EAIR, VE

SUBJ: USER CHARGES FOR NAVIGATIONAL AIDS AND FLIGHT
PROTECTION SERVICES

REF: STATE 187608; CARACAS 7572

1. REPLIES TO QUESTIONS ARE GIVEN IN SAME SEQUENCE AS REQUESTED:

....A) RESOLUTION IS IMPLEMENTATION OF 1969 (NOT 1968) PRESIDENTIAL
DECREE; USER CHARGES HAVE NOT BEEN ASSESSED HERETOFORE.
THE SAME DECREE ORDERS THE CREATION OF USER CHARGES
FOR LEASED LINES FOR THE PASSING OF CLASS B MESSAGES.
THAT PART HAS NOT BEEN IMPLEMENTED BECAUSE THE GOV
SYSTEM OF LINES AND THE ADX HAVE NOT BEEN COMPLETED.

....B) EXEMPTION DOES NOT AUTOMATICALLY APPLY TO FOREIGN
GOVERNMENT-OWNED AIRCRAFT. HOWEVER, GOVERNMENT-OWNED
AIRCRAFT TRANSPORTING HEADS OF STATE OR OTHER GOVERNMENT
PERSONNEL ON OFFICIAL MISSIONS ARE EXEMPTED. THIS
WOULD SEEM TO INCLUDE THE U.S. AIR ATTACHE AIRCRAFT
STATIONED IN VENEZUELA. GOV INFORMED US,
FURTHERMORE, THAT FAA AIRCRAFT OR SIMILAR ON
OFFICIAL MISSION TO VENEZUELA WILL BE EXEMPTED.
THE WORDING STATE-OWNED IN RESOLUTION APPLIES TO GOV-OWNED.

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....C) THE VENEZUELAN AIRLINE ASSOCIATION, WHICH INCLUDES

ALL FOREIGN AIRLINES FLYING TO VENEZUELA, HAS PROTESTED THE MEASURE AS DISCRIMINATORY. SO FAR, GOV HAS NOT RESPONDED TO THE PROTEST.

....D) IN ITS CONVERSATIONS WITH MINISTRY OF COMMUNICATIONS OFFICIALS, POST HAS NOT BEEN ABLE TO DETECT ANY SPECIFIC RATIONALE FOR THE INCLUSION OF MAXIMUM TAKE-OFF WEIGHT OF AIRCRAFT AS BASIS FOR USER CHARGE CALCULATIONS.

....E) RELATIONSHIP OF INCOME TO EXPECTED EXPENDITURES HAS NOT YET BEEN ESTIMATED. FUNDS GENERATED ARE TO BE USED NOT ONLY FOR UPKEEP OF EXISTING INSTALLATIONS BUT ALSO FOR MAINTENANCE AND IMPROVEMENT PROGRAMS THROUGHOUT VENEZUELA. GOV IMPLIED THAT IT HAS LOST HOPE THAT CONGRESS WILL AUTHORIZE SUFFICIENT FUNDS FOR PURCHASE AND MAINTENANCE OF EQUIPMENT, CREATION OF NEW PERSONNEL POSITIONS AND FINANCING OF THE COUNTRY AIRSPACE CONTROL PROGRAM. IT IS THUS HOPED THAT THE FUNDS FOR THESE PROGRAMS CAN BE GENERATED BY THESE CHARGES. ALSO, IT APPEARS THAT IT IS BECOMING THE POLICY OF THE GOV TO MAKE AVIATION PAY FOR WHATEVER IT REQUIRES. THE RECENT INCREASE OF IMPORT DUTIES ON AIRCRAFT, THE INCREASE OF PRICE FOR PILOT LICENSES BY 500 PERCENT AND SIMILAR MEASURES CERTAINLY SEEM TO BE INDICATORS.

....F) MAIQUETIA AIRPORT AUTHORITY, AS COLLECTOR OF THE FUNDS, CLAIMS THAT NO ESTIMATES HAVE BEEN MADE AS TO THE AMOUNT OF INCOME TO BE DERIVED FROM THE VARIOUS CATEGORIES SINCE THE RESOLUTION DOES NOT TAKE EFFECT UNTIL OCTOBER 1, 1975.

2. GENERALLY SPEAKING, POST HAS THE IMPRESSION THAT VERY LITTLE ADVANCE WORK WAS DONE BEFORE THE RESOLUTION WAS PASSED. FOR INSTANCE, THE MAIQUETIA AIRPORT AUTHORITY HAS NO SYSTEM OR PERSONNEL FOR THE CALCULATION OF CHARGES. COORDINATION BETWEEN MAA AND THE AIR TRAFFIC CONTROL CENTER, ESPECIALLY THE IN-ROUTE CENTER, PRESENTLY DOES NOT PROVIDE FOR ACCURATE REPORTING OR EVEN INFORMATION GATHERING. LIMITED OFFICIAL USE

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COLLECTION OF CHARGES FOR GENERAL AVIATION WILL ALSO BE A PROBLEM, SINCE NO MACHINERY EXISTS FOR EFFECTIVELY CONTROLLING FLIGHT DISTANCES, ESPECIALLY SINCE THERE ARE LESS THAN 50 AIRPORTS WITH AN AIRPORT MANAGER, 200 AUTHORIZED BUT UNCONTROLLED AIRPORTS AND CLOSE TO 500 LANDING STRIPS USED BY GENERAL AVIATION.

3. NOBODY SEEMS TO HAVE THOUGHT OUT THE PROBLEM OF

OVERFLIGHTS THROUGH MAIQUETIA FIR BY AIRCRAFT OWNED BY AIRLINES NOT DESIGNATED TO FLY TO VENEZUELA, OR BY GENERAL AVIATION AIRCRAFT. MAIQUETIA ADMITS THAT IT WILL BE DIFFICULT TO COLLECT USER CHARGES FROM THEM.

4. THE FEDERATION OF AERoclubs AND THE VENEZUELAN PILOTS ASSOCIATION ALSO HAVE PROTESTED THE MEASURE ON BASIS THAT THERE ARE NO RELIABLE NAVIGATIONAL AIDS IN VENEZUELA AND THAT FLIGHT PROTECTION SERVICE, SUCH AS PROVIDING SEPARATION, IS INEFFECTIVE.
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